

Volunteer State Lives Up to Name in Manning Tennessee

Newest Superdreadnought Gets Native Born Crew in Most Remarkable Recruiting Campaign in Naval History

MANY years ago some obscure patriot, innocent doubtless of the most remote suspicion of prophetic inspiration, dubbed the good Commonwealth of Tennessee "the Volunteer State." And so "the Volunteer State" it became, just as New York and Maine and Kansas, each for more obvious reasons, have become respectively the Empire, the Pine Tree and the Sunflower States.

And now, after much water has passed under the span of the years, the obscure seer who coined the nickname for the State of Old Hickory and of Polk and Andrew Johnson must be acclaimed a prophet, and one not without honor. For Tennessee has just set a new standard in the record of volunteer naval enlistment in time of peace, and this was the euphonious slogan that brought the sturdy young mountaineers, miners, mechanics and hunters of the Volunteer State flocking to the blue navy standard: "Go to sea on the Tennessee!"

Tennessee to Man the Tennessee.

When the superdreadnought Tennessee in a few days goes into commission with all the marine ceremonial pertinent to such occasions and then steams away majestically from the New York Navy Yard she will create more than one precedent. She will be not only the latest and greatest, the fastest and the hardest hitting of America's big fighting ships; she will be the first to embody a certain new naval idea—the notion that in recruiting the ship's personnel it would make for added corps spirit, pep and patriotism to man the decks of the floating fortress, so far as possible, with men who had from the State whose name the steelclad fighter bears.

And so Tennesseeans are to man the Tennessee. There are six hundred of them fit and ready to go aboard, and unless you want to start something do not let any one of them hear you question the assertion that "their ship" is certain to be the queen of them all, the greatest war ship that ever swung a turret battery of twelve 14-inch rifles or piped and "ruffled" and "flourished" a gold braided admiral over the side.

These 600 new naval recruits are the product of a whirlwind recruiting campaign through the State of Tennessee, which was led by Capt. R. H. Leigh, U. S. N., who is to command the new vessel, and who, as chief of staff to Admiral Sims during the war, was in direct command of all the American submarines and sub-chasers operating in the war zone.

In his recruiting tour Capt. Leigh had the zealous cooperation of Gov. A. H. Roberts of Tennessee, who is extremely popular with his constituency, and of Miss Helen Roberts, the Governor's daughter, who christened the ship at the launching and whose charming photograph portraying her in the act of doing so was featured in the posters that helped to lure the Tennesseeans from their mountain fastnesses.

Capt. Leigh says he is going to try to make the Tennessee "the happy ship" of the navy as well as a model of discipline. He believes that the spirit of camaraderie and State pride incident to manning the vessel so largely with native Tennessee talent will promote a hot contentment and efficiency. Commenting on his novel experiment Capt. Leigh said: "By February 3 we had enrolled our full quota of lower rating men and a great many additional applicants had to be turned away. Hundreds of them are now enrolled upon a waiting list, anxious to be summoned for duty upon the ship of their choice. It would have been possible in this recruiting campaign to have fully manned two great dreadnoughts like the Tennessee with Tennesseeans exclusively if we had been able to accept all applicants."

"But it must be understood, of course, that a large percentage of the complement of a ship like this, including the chief petty officers, must necessarily be men who have had previous experience and special training. That is why, when we go into commission the Tennesseeans at first probably will not number more than 600 of the complete ship's complement, which numbers, in all, 550 officers, 15 in the marine guard and 1,350 enlisted men. As rapidly as the Tennessee recruits develop proficiency it will be our policy to advance them and thus create opportunities for some of those now on the waiting list. From time to time we may also receive Tennessee seamen by transfer from other ships. I am convinced that within two years the Tennessee will be a ship practically manned completely by a Tennessee crew."

Story of the Campaign.

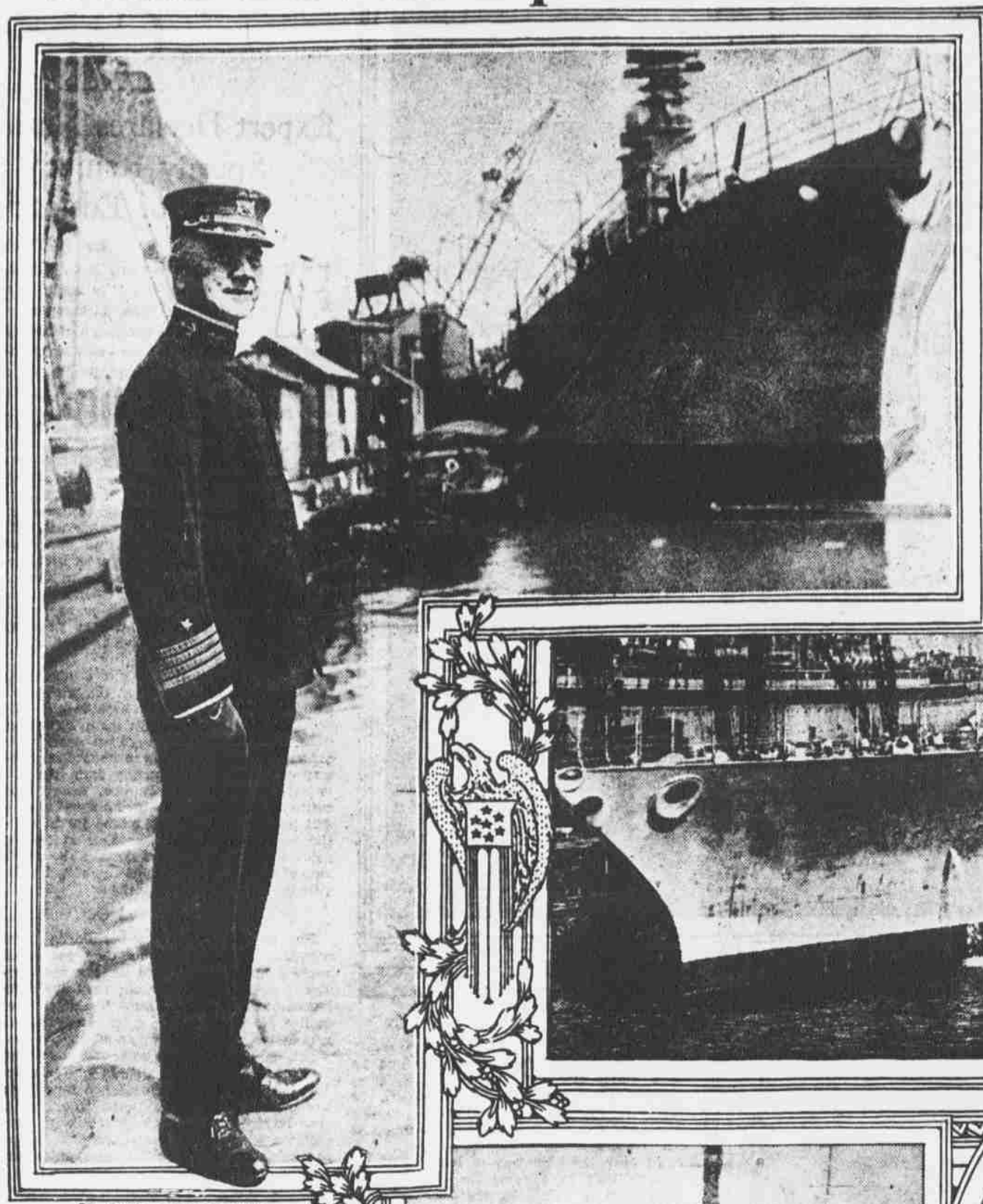
The campaign began last November. The State of Tennessee was divided into sections with about eighteen counties to each. Chief petty officers were detailed with posters, moving pictures and other publicity devices to cover every city and town in their sections. Nashville was the officers' headquarters or base station. The cooperation of postmasters was obtained and publicity literature was sent to them for posting and distribution, not only in public buildings, railroad stations, cities and towns, but also along the rural mail routes.

To each postmaster went an explanatory letter drafted by Commander A. Sutton, U. S. N., who is the Tennessee's executive officer and who held the same rank aboard the transport Mount Vernon when she was torpedoed and made port at Brest with thirty-seven members of her company killed and twelve feet of water in her hold.

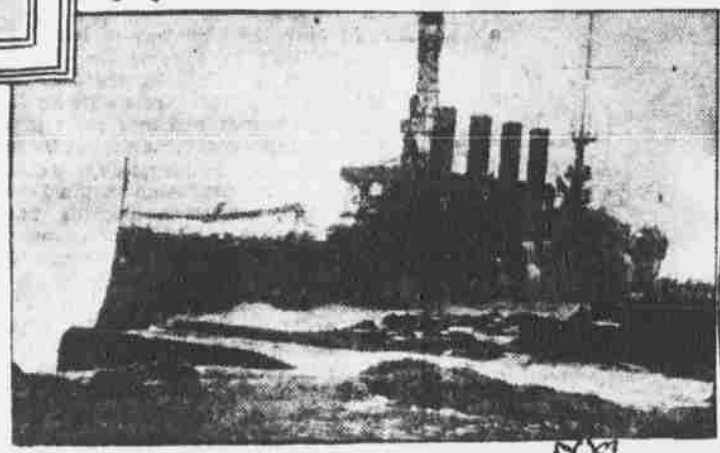
So thoroughly was this preliminary campaign work done that within a few days the whole State of Tennessee was talking about "their own ship," and not a few of its warmest partisans were those who theretofore had never known there was such a craft in the American service or one being built. The posters were attractive. Some of them were large lithographs of the mighty superdreadnought. Others exploited the christening party, showing the Governor and his pretty daughter. Across the tops ran in large letters the slogan, "Go to Sea on the Tennessee." Then followed some such exhortations as these:

"Schoolmates, brothers and pals, join the navy, see the world and learn a trade together for two years' service aboard the great superdreadnought Tennessee."

"If you want to be a Tennessee sailor on



CAPTAIN R. H. LEIGH IN COMMAND OF THE TENNESSEE.



THE U.S.S. MEMPHIS WRECKED AT SAN DOMINGO



GOV. A. H. ROBERTS OF TENNESSEE.

something of an innovation in the navy, Gov. Roberts took the lead, and he made it an official matter.

Bandmaster Is Busy.

Bandmaster Wagstaff, who is one of the greatest masters of the baton in the navy, is now at Newport drilling a large contingent of the young mountaineers in navy songs and in their own exclusive concerted yells and cheers. The bandmaster is one of the finest cheer leaders in the service. He was bandmaster aboard the George Washington during and after the war. His music directed the carworn President when the George Washington was serving as the cruising White House. It entertained King Albert of Belgium, and that soldier monarch decorated the band leader. Mr. Wagstaff says the Tennessee bluejackets take to singing and cheering as proficiently as they use their rifles and with a like precision.

To be sure, he has certain advantages ready made to his hand. Just think how euphonious is the very name of the State and how nicely it lends itself to rhyming. It ought not to be difficult to construct thunderous and air-splitting cheer slogans. How would it be, for instance, to hear rolling from lusty young lungs across a hotly contested football gridiron, or over the green swells at the finish of some grueling ship's cutter race, some such ditty as this, rhythmic and not too coy:

Who are we, who are we?
Mountain GORs of the deep blue sea!
Ten-nes-see—Ten-nes-see! TEN-NES-SEE!!

All the other superdreadnoughts in the navy are envious already because the name Tennessee has no fewer than four E's in its ominous orthography. In the navy the E is the most desirable letter of the alphabet. Blazoned upon barbette or gun turret, it signifies extraordinary proficiency in target firing on the part of that particular battery or gun crew. Painted upon the towering funnel, it means engineering proficiency, while the special red pennant flown aloft at the end of the winter practice cruises is the most coveted trophy of all, for it stands for preeminence in all round battle practices.

"Now, what's the use?" ask some of the pessimists aboard the other ships. "The Tennessee has E's enough to spatter them all over the works, and they never would be missed."

To Join the Pacific Fleet.

In point of foreign travel the ship will more than redeem all promises registered during the recruiting campaign. Directly after she goes into commission she is to call at Guantanamo, the winter base of the Atlantic fleet. Then she will cruise a while for tuning up purposes among the delightful islands of the West Indies. And after that—for she is destined to join the Pacific fleet under the command of Admiral Rodman—she will pass through the Panama Canal and thence around to the west coast.

After joining the Pacific fleet the Tennessee, with other ships of that command, is to cruise among the South Sea Islands. Ranking officers of the Tennessee are: Captain, R. H. Leigh; Commander, R. A. Richmond (M. C.), senior medical officer; Commander A. Sutton, executive officer; Commander A. T. Beauregard, navigator; Commander R. S. Crenshaw, gunnery officer; Commander C. A. Jones, senior engineer officer; Lieutenant-Commander M. H. Philbrick (S. C.), supply officer; Lieutenant-Commander A. D. Denney, first lieutenant.

Lieut.-Commander A. G. Lyle, also one of the ship's officers, while serving with the Marine Corps in France, won the unusual distinction of the Congressional Medal of Honor, the highest recognition the nation can bestow for extraordinary valor.

The Tennessee stands for a new idea in naval recruiting. New ideas that have a direct bearing upon stimulation of morale in the navy's personnel may be quite as salutary as a new idea of a new invention in high explosive, armor plate or fire control. In Washington the slow response to departmental recruiting efforts in the Navy has been much bemoaned. Perchance it might be advantageous to clip a leaf from the book of the officer who put the "sea" into Tennessee and the enterprising Governor who produced the volunteers from the Volunteer State.

Fossils New to Science Found in the West Indies

CAPT. H. E. ANTHONY, associate curator of the department of mammals of the American Museum of Natural History, has just returned from a four months' exploration trip through the West Indies. Naturalists have always been attracted not so much by the intrinsic interest of the forms of animal life to be found in the Antilles as by the more absorbing problem, "How did life arrive on the islands?" Captain Anthony returns with a great accumulation of material and data bearing on the subject.

Concerning the various theories of the arrival of life on the islands, Capt. Anthony said: "It was at first assumed that the islands, lying outside the limits of the continental shelf, were of oceanic origin and were built up by coral growth or elevated by volcanic or seismic activity. But if this were true the islands would be devoid of all forms of animal life save those winged forms which might arrive on oceanic islands in the natural course of events and those lower forms of life whose disposal is subject to such fortuitous agencies of distribution as hurricanes, waterspouts, &c., which transport the eggs from place to place. But the fact is that other forms of life than these are to be found on the islands."

"The mammals are the most poorly represented group of the higher animals of the West Indies, yet include varieties which might be expected to encounter great difficulty in crossing the long stretches of sea which it would be necessary for them to traverse before they could establish themselves on the newly created islands. For this very reason the mammalian fauna of the West Indies in its relation to the continental fauna furnishes one of the best points for an attack on the problem."

Captain H. E. Anthony Returns With Specimens Dating Back 100,000 Years—Traces of the Lost Continent

Throughout the thousands of islands in the Antillean group there are only a few mammals, aside from bats, to be encountered. The remarkable poverty of this fauna has been the cause of much comment among naturalists. Assemblages of fossil mammals have been discovered in Porto Rico and Cuba, indicating the possibility that at one time the West Indies had a much larger mammal inhabitation than to-day.

"These fossils, which are of ancient types and strange ancestry, strongly suggest, if not the existence of some mainland connection far back in the geological age, at least the union at some time of most of the Greater Antilles into a large Antillean continent. This continent, if it existed, must have lain in the Gulf of Mexico and the Caribbean Sea, with the longer axis east and west, and must have been an important land mass with large rivers and mighty mountain ranges rising, perhaps, as high as 20,000 feet or more above sea level."

Asked as to the probable extent of the continent, Captain Anthony said: "To the eastward it took in the recently acquired Danish West Indies, while to the westward its limits must have taken in part of what is now Central America. Because of the strategic position of Jamaica in its relation to the Central American mainland and to such a hypothetical Antillean continent, it was highly important that the fossil fauna of Jamaica be explored."

He was successful in conducting such an exploration, and was able to verify in a most satisfactory manner his belief that the island would be found to have a fossil fauna. He secured several fossil mammals new to science, which, found in Pleistocene formations, must date back approximately 100,000 years.

Most of the material was secured in exploring the limestone caves, and the mammal remains were found cemented in a very hard limestone breccia from which they could be extracted only after hours of slow and laborious quarrying. The greater part of the collection was brought back to the Museum on large blocks of limestone, and much time and work will be necessary be-

fore the material can be satisfactorily identified and conclusions drawn up. Enough has been exposed, however, to show that Jamaica was formerly the home of one or two gigantic rodents larger than any living to-day—animals of a heavy bodied, slow moving type, whose closest ancestors lived away back on the Santa Cruz formation of Patagonia. Fossil terrapins, tortoises and crocodiles were also found.

In addition to collecting fossil fauna the expedition obtained a large collection of the living animal forms. Only one land mammal is living on Jamaica to-day—the Indian coney (*Geococcyx brownii*)—and even that had been thought to be practically extinct for the introduction of the mongoose on the island, late in the last century, in an attempt to exterminate the rats, has resulted in the extinction of many of the native animals. Fortunately it was discovered to be still living in a restricted area on the eastern end of the island, and a fine series of skins and skeletons of the rare animal were obtained.

Capt. Anthony brought back more than seven hundred specimens of bats, as well as collections of reptiles and birds.

The expedition encountered a very interesting cooperation on the part of the people of Jamaica, everywhere meeting with ready assistance and unfailing courtesy.

Capt. Anthony reported that the tourist travel to Jamaica had been unusually heavy this winter. One of the burning topics of the day there—and by no means a one-sided question—is "How do Americans regard the possible acquisition of Jamaica by the United States?"